

# Transportation Action!

A decorative graphic element consisting of a thick, curved green shape that starts from the left edge of the slide, curves downwards and to the right, and then continues as a straight line towards the bottom right corner.

The Recommendations of the  
Blue Ribbon Commission on  
Transportation

# The Problem

Twenty years of population and economic growth have led us to a transportation crisis



# The Numbers

<b>Year</b>	<b>Population</b>	<b>% incr.</b>	<b>Jobs</b>	<b>% incr.</b>	<b>Daily Vehicle Miles Traveled</b>	<b>% incr.</b>
<b>1980</b>	<b>4,132,353</b>		<b>1,984,600</b>		<b>82,923,598</b>	
<b>2000</b>	<b>5,821,000</b>	<b>41%</b>	<b>3,143,800</b>	<b>58%</b>	<b>147,558,904</b>	<b>78%</b>
<b>2020</b>	<b>7,496,100</b>	<b>29%</b>	<b>3,964,000</b>	<b>26%</b>	<b>202,767,123</b>	<b>37%</b>

**Sources:** *Washington State Office of Financial Management &  
Washington State Department of Transportation*

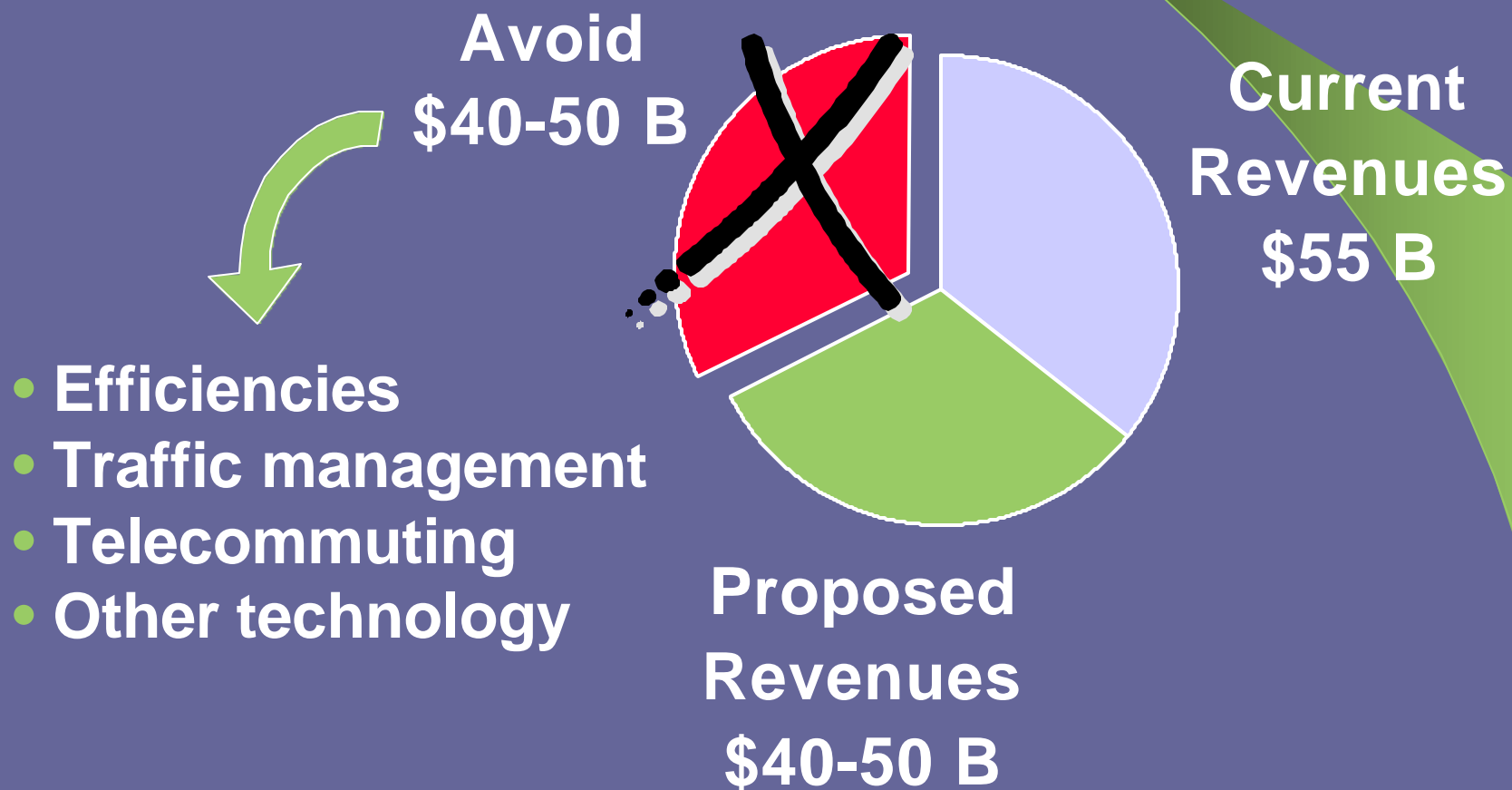
# We Must Act Now

- Our transportation crisis:
  - More people
  - More jobs
  - More driving



# The Need

- \$150 billion over the next 20 years



# Early Action: 2001-2007

- Make transportation agencies efficient
- Accelerate expansion of services and construction of new projects
- Phase in taxes and fees of \$9-13 B



# We Can Succeed

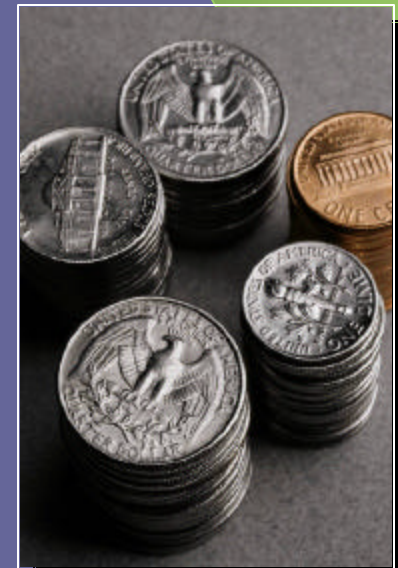
- Work together
- Put aside differences
- Get beyond special interests
- Build public confidence





# A New Approach

- Fundamental and critical changes to:
  - Planning
  - Finance
  - Construction
  - Service





# Six Critical Elements

- Establish benchmarks and measure progress
- Increase accountability and efficiencies
- Invest to keep the state system strong
- Empower regions to fix their problems
- Ensure funding will address needs
- Adopt the Early Action Strategy

# Establish Benchmarks

- Set clear performance standards
- Hold agencies accountable
- Tie funding to performance



# Recommended Benchmarks

- Ensure 0% of roads in poor condition
- Reduce driver delay to national mean
- Control administrative costs
- Measure transit agency operating costs
- Meet air quality requirements

# Increase Accountability



- Establish single point of responsibility
- Monitor performance
- Put Governor in charge of DOT
- Create Transportation Accountability Commission

# Implement Efficiencies

- Cap administrative costs
- Share resources and use cost-saving techniques
- Streamline permitting process



# Invest in the Basics

- Keep statewide system strong
- Ensure roads are well maintained and safe
- Sustain transit services
- Strengthen bridges
- Keep pace with growth

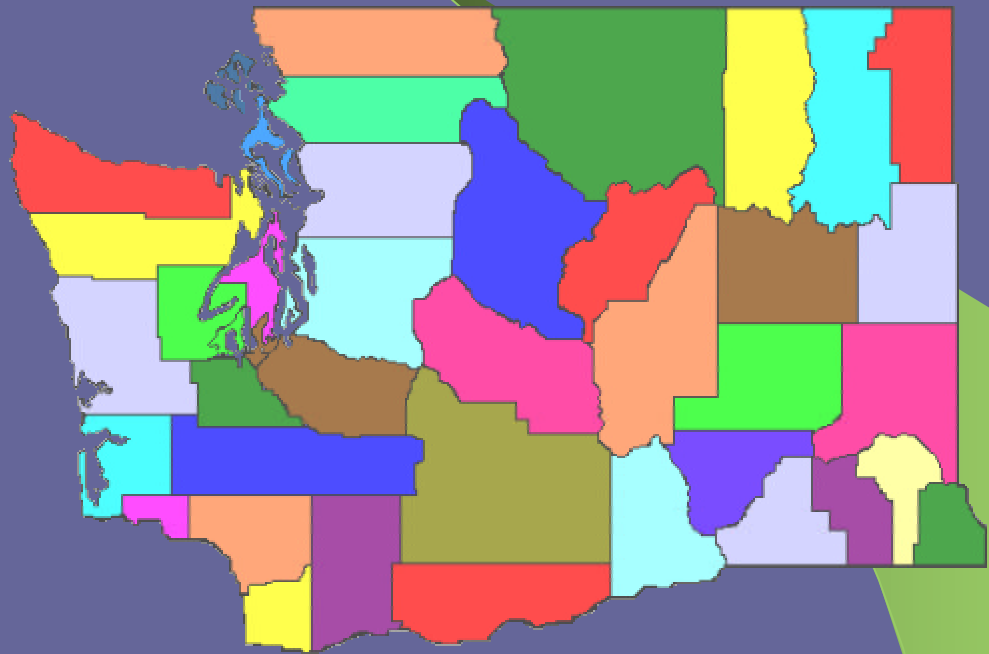




# Empower Regions

- Allow regions to:

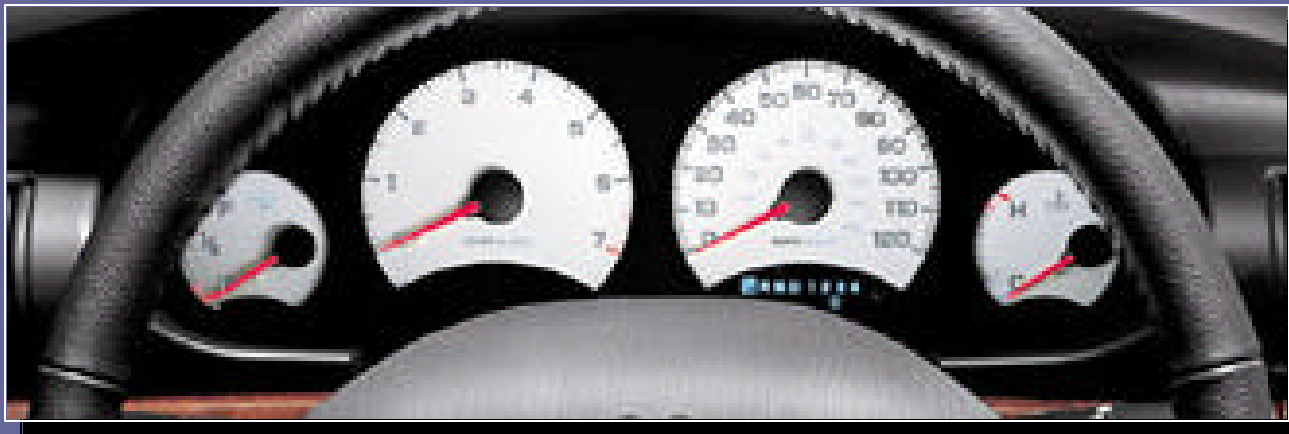
- Plan
- Prioritize
- Fund
- Implement



“One size does not fit all”

# Regional Funding Options

- License fees
- Miles traveled charge
- Sales tax
- High capacity transportation tax



# Revenue Principles

- Those who use the system should pay for it
- There must be a fair balance among roads, transit and other choices



# New Revenues



- Sources are user-based:
  - Sales tax on wholesale price of gas up to a set cap
  - Gas tax increase of ~6¢
  - 2% surcharge on trans. goods
  - \$20 trans. mitigation fee
  - Gross weight fee on all vehicles
  - Truck surcharge for freight improvements

# Six-Year Early Action Strategy

**A bold first step toward solving our transportation crisis.**

**A strategy that is reasonable, responsive and ready to go.**



# Early Action Strategy

- Begin efficiencies and reforms – net savings
- Approve regional authorities – regions decide
- Fix worst chokepoints – \$3-4 B
- Construct HOV lanes – \$750 M-1 B
- Plan for next set of projects – \$225-300 M



# Early Action Strategy

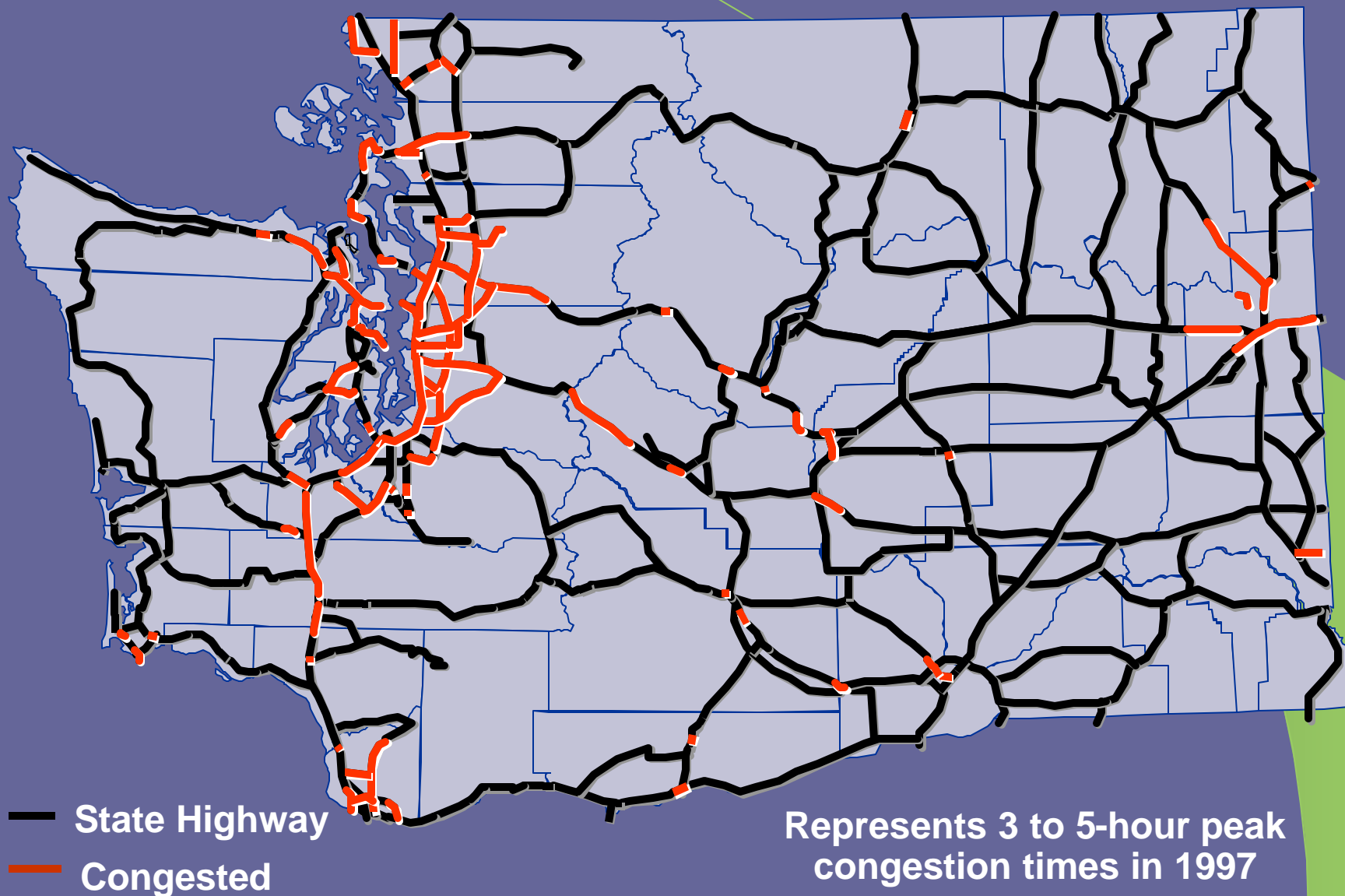
- Keep ferries operating – \$375-500 M
- Expand transportation choices – \$3-4 B
- Use technology – \$40-50 M
- Improve freight movement – \$300-400 M
- Tie state funds to local government efficiencies – \$1.9-2.5 B
- **TOTAL – \$9-13 B**

# Early Action: Efficiencies & Reforms



- Adopt benchmarks
- Create Transportation Accountability Commission
- Direct independent review of WSDOT
- Begin substantive permit reforms
- Provide incentives for construction efficiencies

# Early Action: Congestion



# Early Action: HOV Lanes



- I-5 between Tukwila and Pierce Co.
- I-90/I-405 HOV to HOV connections
- SR 167 in Auburn
- SR 99 in Shoreline
- I-5 and SR 16 in Tacoma
- SR 304 between SR 3 and Bremerton ferry terminal
- SR 900 between SE 78th and I-90 in Issaquah

*Example projects*

# Early Action: Planning

- SR 520 and I-405 on Seattle's Eastside
- SR 9 through Snohomish, Skagit & Whatcom counties
- US 2 in Snohomish County
- US 395 in Spokane
- US 101 on the Olympic Peninsula



*Example projects*

# Early Action: Ferries



- Restore auto and passenger-only service
- Begin replacing four vessels to meet Coast Guard regulations



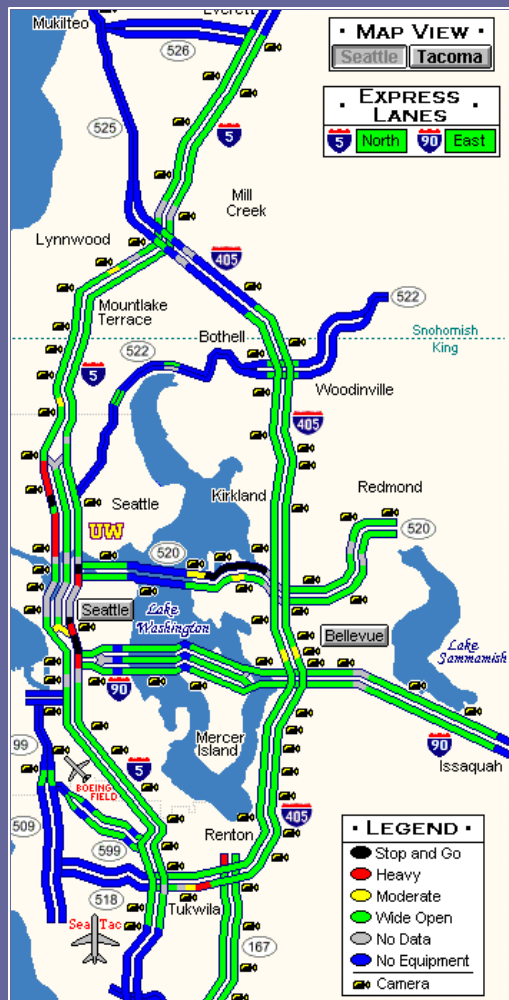
# Early Action: Choices

- Build 15,000 new park-and-ride stalls
- Link state funds to transit efficiencies
- Restore commute trip reduction tax credit
- Encourage flexible work hours, telecommuting, car sharing, etc.
- Increase commuter rail service



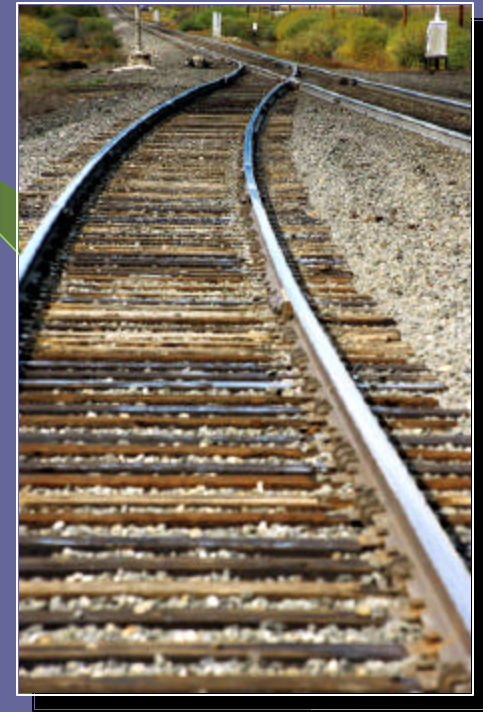
# Early Action: Technology

- Improve traveler information systems
- Add service patrols
- Synchronize traffic signals



# Early Action: Freight

- Railroad crossings in Yakima
- Columbia Center Blvd. in Kennewick
- I-90 Cascade crossing
- SR 20 near I-5 in Mt. Vernon
- S. 228th St. near Kent
- Spokane St. Viaduct in Seattle
- E. Marginal Way in Seattle
- I-90/Royal Brougham Way ramps and railroad crossing in Seattle



*Example projects*

# Cost to Average User

- \$122 per year

OR

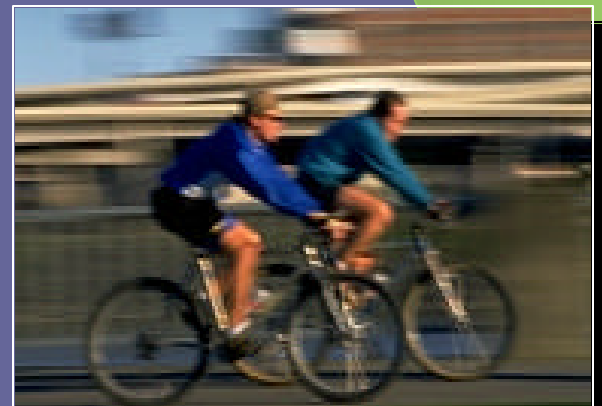
- \$2.35 per week





# The Results

- Ensure safety & reliability
- Ease congestion
- Speed products to port
- Preserve air quality
- Give the public choices



# Next Steps

- Contact the Governor and Legislature
- Let them know what you think

